

**WSDOT Recommendation to Secretary MacDonald
for the
Benton-Franklin Council of Governments
Metropolitan Planning Organization
2006 – 2008
Transportation Improvement Program
Amendment for July 2006**

FINDINGS

TIME FRAME:

The Benton-Franklin Council of Government's (BFCG) Transportation Improvement Program (TIP) Amendment for July 2006 covers a period of three year from 2006 through 2008.

PROJECTS INCLUDED:

The amendment adds the following City of Richland project:

- Leslie Road Phase II Preliminary Engineering—\$40,000

PRIORITY OF PROJECTS:

The project in this amendment was selected and prioritized by the City of Richland and BFCG.

FINANCIAL PLAN:

Selected projects in the amendment are programmed and will use federal and local funds for completion. The financial plan begins on page eight of the TIP. BFCG performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects as well as maintenance and operation of the existing system and services.

The Strategic Planning and Programming Division, the Public Transportation and Rail Division, and the Highways and Local Programs Division reviewed this TIP amendment for July and based on expected revenue, this TIP amendment is financially constrained.

COOPERATION:

BFCG developed the amendment in cooperation with member jurisdictions, Ben Franklin Transit, and the WSDOT. All parties are active members of BFCG.

PUBLIC INVOLVEMENT:

The BFCG public involvement process is described on page one and Appendix A of the TIP. The project in this amendment was available for public review at the BFCG Board meeting on July 21, 2006, and previously passed by resolution by the City of Richland.

CONGESTION MANAGEMENT PROCESS:

BFCG is not a Transportation Management Area and is not required to have a Congestion Management Process.

AIR QUALITY CONFORMITY:

This MPO is in an attainment area, therefore, it is exempt from air quality conformity.

REGIONAL TRANSPORTATION PLAN (RTP) CONSISTENCY:

The projects in the TIP are consistent with the goals of the BFCG Regional Transportation Plan (RTP). When a project is recommended for inclusion in the TIP the project is reviewed to ensure consistency with the RTP. On pages three, four, five, and six of the RTP are the goals and policies and a chart depicting the MPO TIP Projects and RTP Policies Relationship.

INTERMODAL/MULTIMODAL APPROACH:

The projects in this amendment are for buses and vanpool vehicles. Therefore they are consistent with an intermodal/multimodal transportation approach.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU were not employed in the TIP amendment for July 2006.

CROSS-REGIONAL CONSISTENCY:

The WSDOT South Central Region provides cross regional consistency between BFCG, the Yakima Valley Conference of Governments, the Palouse Regional Transportation Planning Organization, and the QUAD County Regional Transportation Planning Organization.

CONCLUSION

After review and analysis of the Benton-Franklin Council of Government's TIP amendment for July 2006, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Benton-Franklin Council of Government's TIP amendment for July 2006.

**WSDOT Recommendation to Secretary MacDonald
for the
Puget Sound Regional Council
Metropolitan Planning Organization
2005 – 2007
Transportation Improvement Program
Amendment for July 2006**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council's (PSRC) Transportation Improvement Program (TIP) amendment for July 2006 covers a period of two years from 2006 through 2007.

PROJECTS INCLUDED:

The amendment adds ten new projects, reinstates 2 projects, amends 5 projects, and corrects 7 projects.

PRIORITY OF PROJECTS:

The projects within this amendment were selected and prioritized using the framework of *Destination 2030*, which includes the Metropolitan Transportation Plan. PSRC has a TIP policy framework that has been continually updated since 1993. Projects in this TIP amendment are consistent with the TIP Policy Framework revised September 28, 2000. The framework includes a set of nine policy focus areas to more strategically direct federal funding to regional priority areas.

FINANCIAL PLAN:

The attached Figure 6, Financial Feasibility: Expenditures vs. Revenues demonstrates that the amendment can be implemented as expenditures do not exceed revenues. The revenue estimates are based upon the most recent figures for authorized levels of programming within each funding category.

The Strategic Planning and Programming Division, the Highways and Local Programs Division, and the Public Transportation and Rail Division reviewed PSRC's TIP amendment for June 2006 and based on expected revenue the TIP amendment is financially constrained.

COOPERATION:

The amendment was developed in cooperation with member jurisdictions, member transit agencies, the Washington State Department of Transportation (WSDOT) Northwest and Olympic Regions, the Washington State Ferries, and the Urban Planning Office.

PUBLIC INVOLVEMENT:

The projects in this amendment were processed under authorized administrative amendment procedures adopted by the Executive Board on October 24, 2002. The Regional Council previously authorized approval of repair and rehabilitation type projects as a revision to its' administrative amendment procedures on June 28, 2001.

CONGESTION MANAGEMENT PROCESS (CMP):

A Congestion Management Process (CMP) for PSRC was prepared in September 1994 to go along with the 1995 update of the *PSRC Metropolitan Transportation Plan*. The 2005 - 2007 Air Quality Amendment is consistent with the CMP. PSRC has the components of a fully operational CMP in place as required by 23 CFR Part 450. The work plan for the CMP is in Technical Paper MTP-13.

AIR QUALITY CONFORMITY:

The air quality conformity analysis demonstrates that PSRC has met the emission requirements of federal and state clean air acts.

The Environmental Protection Agency (EPA) has designated the Central Puget Sound region as a maintenance area for Particulate Matter less than 10 microns in diameter (PM₁₀) and for Carbon Monoxide (CO).

In 2005 EPA revised the ground level Ozone (O₃) emission requirements from the "one-hour" standard to the "8-hour" standard. The result of this change is that PSRC is now "Unclassifiable/Attainment for Ozone."

As required by the federal Clean Air Act, there are maintenance plans for the three PM₁₀ nonattainment areas. The EPA approved these plans on May 14, 2001. The CO Maintenance Plan was approved on October 11, 1996.

A positive air quality conformity analysis was confirmed at the Air Quality Consultation meeting held on November 3, 2005.

RTP CONSISTENCY:

The amendment was reviewed for consistency with the PSRC Destination 2030. Destination 2030 is the current MTP/RTP. Each project in the amendment was evaluated by the PSRC staff and is consistent with the Destination 2030.

INTERMODAL/MULTIMODAL APPROACH:

This amendment includes highway, bicycle, pedestrian, transit, and safety projects. Based on the variety of projects within the document, PSRC utilized a multimodal approach to develop the TIP and this amendment.

FUNDING FLEXIBILITY:

PSRC has primary project selection responsibility for STP (Urban), STP (Rural), CMAQ, and FTA funds. These funds may be used for highway, arterial, enhancement, and transit projects. This is a funding flexibility provision of SAFETEA-LU.

CROSS-REGIONAL CONSISTENCY:

In developing the TIP and the July amendment, cross-regional consistency was achieved by member agencies coordinating transportation outside the immediate 4-county area in PSRC. WSDOT Northwest, Olympic, and South Central Regions, the Washington State Ferries, and the Urban Planning Office are members of PSRC. The Thurston Regional Planning Council, the MPO for Thurston County, is an associate member of PSRC.

CONCLUSION

After review and analysis of the Puget Sound Regional Council's TIP amendment for July 2006 and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the document in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Puget Sound Regional Council's TIP amendment for July 2006.

**WSDOT Recommendation to Secretary MacDonald
for the
Thurston Regional Planning Council
Metropolitan Planning Organization
2006—2008
Transportation Improvement Program
Amendment for July 2006**

FINDINGS

TIME FRAME:

The Thurston Regional Planning Council's (TRPC) Transportation Improvement Program (TIP) Amendment for July 2006 covers two years from 2006 through 2008.

PROJECTS INCLUDED:

This amendment adds the following WSDOT project:

- I-5/Nisqually Valley Ice Warning System—ITS

This amendment programs \$149,000 in federal funds and \$148,000 in local funds.

PRIORITY OF PROJECTS:

The projects in the TIP were selected and prioritized using a process that considered transportation planning, safety, preservation, and increased efficiency of the transportation system. TRPC supports all aspects of the transportation system including air, roads, public transportation, sidewalks, bike lanes and travel demand management.

The project in this TIP amendment was selected and prioritized in accordance with TRPC's regionally established transportation goals and policies.

FINANCIAL PLAN:

The financial plan, beginning on page 27 of the TIP, indicates the TIP can be implemented, and the funds programmed do not exceed estimated revenues. This TIP amendment uses federal and local funds.

The Strategic Planning and Programming Division, the Highways and Local Programs Division, and the Public Transportation and Rail Division reviewed this amendment. Based on expected revenue, this TIP amendment is financially constrained.

COOPERATION:

TRPC developed this TIP amendment in cooperation with WSDOT.

PUBLIC INVOLVEMENT:

The TRPC public involvement process is described on page 9 and Appendix E of the TIP. The project in this amendment was available for public review and comment from June 12, 2006 through June 26, 2006.

CONGESTION MANAGEMENT PROCESS:

TRPC is not a Transportation Management Area (TMA) and is not required to have a Congestion Management Process.

AIR QUALITY CONFORMITY:

TRPC is a maintenance area for particulate matter (PM₁₀), which does not require any action related to transportation. Appendix D in the TIP includes the TRPC Air Quality Analysis.

The project in this TIP amendment complies with regional air quality conformity requirements.

METROPOLITAN TRANSPORTATION PLAN CONSISTENCY:

The project in this amendment is consistent with the goals of the TRPC's "2025 Thurston Regional Transportation Plan: Guiding Our Future". Projects in the TIP were sorted by transportation goals and are shown beginning on page 21 of the TIP.

INTERMODAL/MULTIMODAL APPROACH:

Projects in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes air, street, bike, pedestrian, rail, safety, bridge, highway, and transit related projects.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU are reflected in the TRPC's Unified Planning Work Program that is funded in part with discretionary Surface Transportation Program funds.

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency of the TIP is achieved by active participation among the WSDOT Olympic, Southwest, and Northwest Regions for projects located outside the Metropolitan Area Boundary. WSDOT monitored projects encompass Thurston County and neighboring Pierce, Mason, Grays Harbor, and Lewis Counties. Each of the counties is a member of a separate MPO or RTPO. Olympic Region's representation on adjoining MPO/RTPO Technical and Policy Committees enhances coordination and cooperation.

CONCLUSION

After review and analysis of the Thurston Regional Planning Council's TIP amendment for July 2006 and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the 2006 TIP amendment for July 2006 for the Thurston Regional Planning Council.

**WSDOT Recommendation to Secretary MacDonald
for the
Wenatchee Valley Transportation Council
Metropolitan Planning Organization
2006 – 2008
Transportation Improvement Program
Amendment for July 2006**

FINDINGS

TIME FRAME:

The Transportation Improvement Program (TIP) Amendment for the Wenatchee Valley Transportation Council (WVTC) covers a period of three years from 2006 through 2008.

PROJECTS INCLUDED:

The amendment adds three new WSDOT projects:

- US 97 Center Lane Rumble Strips.
- US 97A Center Lane Rumble Strips.
- US 97 Paving, South of Oroville to the Canadian Border.

PRIORITY OF PROJECTS:

The projects within the amendment were selected using a process developed by the WVTC. Details of the development process are contained in pages 4 & 5 of the TIP. The TIP must be consistent with the Metropolitan Transportation Plan (MTP), consider all modes of transportation, and involve all members. The WVTC was designated the MPO for Wenatchee Urbanized Area in January 2003 and adopted the first MTP, *Confluence 2025: A Strategic Transportation Plan for the Wenatchee Valley*, on August 11, 2005.

FINANCIAL PLAN:

Projects in this amendment were selected and prioritized using a process developed by WVTC. The WVTC performs a financial feasibility assessment to determine the region's ability to meet its financial commitment on programmed projects. Details of the prioritization process is in the TIP in pages C35 – C40.

The Highways and Local Programs Division, the Public Transportation and Rail Division, and the Strategic Planning & Programming Division reviewed the amendment. Based on expected revenues, the TIP is financially constrained.

COOPERATION:

The WVTC developed the TIP through a continuous and comprehensive planning process in cooperation with all member jurisdictions. The jurisdictions and agencies submitted projects to the WVTC that were prioritized through local budgeting and public review processes before being integrated into the WVTC process. All jurisdictions and agencies are members of the TAC and the Board of Directors.

PUBLIC INVOLVEMENT:

The WVTC public involvement process is described on page 4 of the TIP. Citizens and appropriate parties were provided reasonable notice and given an opportunity to comment on the amendment prior to adoption at the WVTC Policy Board meeting on June 14, 2006.

CONGESTION MANAGEMENT SYSTEM:

WVTC is not a Transportation Management Area (TMA) and is not subject to Congestion Management System (CMS) requirements.

AIR QUALITY CONFORMITY:

WVTC is in an attainment area, therefore, it is exempt from air quality conformity.

CONSISTENCY:

The projects within the amendment are consistent with the goals and policies of the “*2005 Confluence 2025: A Strategic Transportation Plan for the Wenatchee Area*” . These goals and policies address: Safety; Access; Connectivity; Congestion and Mobility; Land Use; and Alternative Forms of Transportation.

INTERMODAL/MULTIMODAL APPROACH:

Projects included in the amendment provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes bike, pedestrian, safety, bridge and highway related projects. WVTC is committed to an integrated selection of projects.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU were not used in development of the WVTC TIP. The various categories of funding were used for their intended purpose.

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency is achieved by active participation between the MPO staff, WSDOT North Central Region; Douglas, Chelan and Okanogan Counties; twenty-two cities; 2 Port Districts; transit and tribes. WSDOT monitors projects that connect Douglas, Chelan, and Okanogan Counties. The WSDOT North Central Region's representation on adjoining RTPO technical and policy committees enhances coordination and cooperation.

CONCLUSION

After review and analysis of the Wenatchee Valley Transportation Council Transportation Improvement Program Amendment for January 2006, and as set forth in the above findings, the Policy Development and Regional Coordination Branch finds the document in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusions, the Policy Development and Regional Coordination Branch recommends the Secretary of Transportation approve the January 2006 TIP Amendment for the Wenatchee Valley Transportation Council.

**WSDOT Recommendation to Secretary MacDonald
for the
Whatcom Council of Governments
Metropolitan Planning Organization
2006 - 2008
Transportation Improvement Program
Amendment for July 2006**

FINDINGS

TIME FRAME:

The Whatcom Council of Government's (WCOG) Transportation Improvement Program (TIP) amendment for July 2006, covers a period of three years from calendar year 2006 through 2008.

PROJECTS INCLUDED:

WCOG's TIP amendment for July 2006 adds 2 new projects and amends 2 existing projects.

- Whatcom County: Coast Millennium Trail – Nooksak River Dike,
- WTA: Para transit Vehicle Replacement (approx. 5)
- WTA: Replace Vanpool Vans (approx. 7),
- WTA: Replace 2 buses and purchase approx. 5 new buses.

PRIORITY OF PROJECTS:

The projects in this amendment were selected and prioritized using a process developed by WCOG. The projects must be consistent with the Metropolitan Transportation Plan, consider all modes of transportation, and involve all members. Details of the prioritization process are contained in pages 3 - 6 of the TIP. The projects in the TIP are prioritized by year; 2006 is priority one, 2007 is priority two, and 2008 is priority three. Carry over projects from 2005 have been included in the 2006, or priority one, section of the TIP.

FINANCIAL PLAN:

Projects in the amendment are programmed and will use federal, state and local funds for completion. WCOG performs a financial feasibility assessment in conjunction with the Metropolitan Transportation Plan to determine the region's ability to meet its financial commitment on programmed projects. A description of federal revenue resources begins on page eight of the TIP. The levels of funding secured for project categories are on page 13.

The Strategic Planning and Programming Division and the Highways and Local Programs Division reviewed WCOG's TIP amendment for March 2006, and based on expected revenue, the TIP amendment is financially constrained.

COOPERATION:

WCOG developed the TIP in cooperation with member jurisdictions, the Whatcom Transportation Authority, the Port of Bellingham, and WSDOT. All parties are members of the TAC, Policy Board and/or WCOG Full Council.

PUBLIC INVOLVEMENT:

The WCOG public involvement process is described on page 4 of the TIP. Citizens and appropriate parties were provided reasonable notice and given an opportunity to comment on the amendment prior to adoption. The projects were available for public review at the WCOG Board meeting on July 12, 2006.

CONGESTION MANAGEMENT PROCESS:

WCOG is not a Transportation Management Area and is not required to have a congestion management process.

AIR QUALITY CONFORMITY:

This MPO is in an attainment area therefore, it is exempt from air quality conformity.

METROPOLITAN TRANSPORTATION PLAN (MTP) CONSISTENCY:

The projects within the TIP are consistent with the goals and policies of the WCOG MTP approved October 10, 2001. These goals and policies address: Public Information and Education; Safety; Access; Connectivity; Congestion and Mobility; Land Use; Environmental Justice; Alternative Forms of Transportation; Health; Public Participation; and Least-Cost Planning. The projects in the TIP and this amendment came from Appendix D-1 of the MTP.

INTERMODAL/MULTIMODAL APPROACH:

Projects included in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes bike, pedestrian, rail, safety, bridge and highway related projects. WCOG is committed to an integrated selection of projects.

FUNDING FLEXIBILITY:

The funding flexibility provisions of SAFETEA-LU were used in development of the WCOG TIP. The various categories of funding were used for their intended purpose.

CROSS-REGIONAL CONSISTENCY:

Cross-regional consistency is achieved by active participation between the MPO staff, WSDOT Northwest Region, and transportation planning agencies in Victoria and Vancouver, Canada. WSDOT monitors projects that connect Whatcom, Skagit, Chelan, and Okanogan Counties. The WSDOT Northwest Region's representation on adjoining RTPO technical and policy committees enhances coordination and cooperation.

CONCLUSION

After review and analysis of the Whatcom Council of Government's TIP amendment for July 2006, and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Whatcom Council of Government's TIP amendment for July 2006.